

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons Captain W. A. Valentine.
 "FATHAN," 2,260 " " R. D. Thomas.
 "KINSHAN," 1,995 " " J. J. Lonsdale.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONAM," 2,365 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons Captain T. Hainlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD.
 THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Willox.
 "NANNING," 569 " " G. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999.

Hongkong, 5th November, 1906.

JAVA-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS ...	JAPAN	First half December	JAVA PORTS	First half December
TJILIWONG ...	JAPAN	First half December	JAVA PORTS	First half December
TJIMAH ...	JAPAN	Second half December	JAVA PORTS	Second half December
TJILATJAP ...	JAVA	First half January	JAPAN	First half January
TJIPANAS ...				

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 10th December, 1906

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,

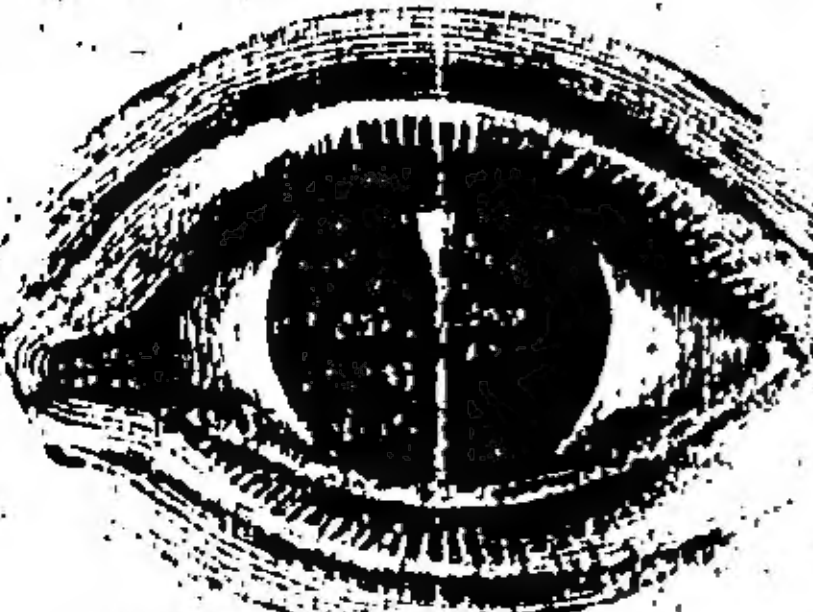
AGENTS.

WEST RIVER BRITISH S.S. CO.,

HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, FEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON. CALCUTTA. SHANGHAI.

21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road

Hongkong, 27th November, 1905

Dentistry.

Dr. M. H. OHAUN,
 THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

(Hon'ble) 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904.

[68]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 2nd January, 1907.
SEYDLITZ.....	WEDNESDAY, 16th January.
PRINZ HEINRICH.....	WEDNESDAY, 30th January.
GNEISENAU.....	WEDNESDAY, 13th February.
PREUSSEN.....	WEDNESDAY, 27th February.
PRINZESS ALICE.....	WEDNESDAY, 13th March.
PRINZ LUDWIG.....	WEDNESDAY, 27th March.
ZIETEN.....	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 8th May.

ON WEDNESDAY, the 19th day of December, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Captain H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 17th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 18th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsess. Luggage can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£32. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
Via NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
Via BREMEN OR SOUTHAMPTON ...	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND.....	3,302.	TUESDAY, 11th December.
SANDARAN.....	1,793.	TUESDAY, 4th January.
MANILA.....	1,790.	TUESDAY, 1st February.

ON TUESDAY, the 11th day of December, 1906, at 4 P.M., the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00
TO NEW GUINEA.....	£28.—	£18.10	£14.00
Return	£42.00	£27.15	£21.15
TO BRISBANE.....	£30.—	£20.—	£14.—
Return	£54.—	£36.—	£28.—
TO SYDNEY.....	£31.—	£23.—	£15.—
Return	£59.10	£41.10	£31.10
TO MELBOURNE.....	£34.10	£24.10	£16.—
Return	£62.5	£44.5	£32.5
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00
Return	\$170.00	\$130.00	\$90.00
TO KOBE.....	\$95.00	\$70.00	\$50.00
Return	\$170.00	\$130.00	\$90.00
TO YOKOHAMA & back from KOBE to HONGKONG ...	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	SEYDLITZ.....	WEDNESDAY, 19th Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	PRINZ HEINRICH.....	WEDNESDAY, 2nd Jan.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & O. S.S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
LONDON VIA LONDON OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 6th December, 1906.

MELCHERS & CO.,

AGENTS.

Installations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. I. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

[15]

Hotels.

HOTEL CRAIGIEBURN,

PICKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Intimation.

Powell's

GRAND
XMAS BAZAAR
NOW OPEN.

TOYS

INNUMERABLE

From 20 cents to \$50 each.

Tea Sets, Kitchen Sets, Pianos, Doll's Houses, Doll's Furniture, Doll's Perambulators, Soldiers, Footballs, Air Guns, Trumpets, Boats, Trains, Carts, Swings, Noah's Arks, Cricket Sets, Rooking Horses, Hobby Horses, &c., &c.

DOLLS

From 50 cents to \$30 each.

Dressed Dolls, Undressed Dolls, Rubber Dolls, Woollen Dolls, Saucy Dolls, Walking Dolls, Squeaking Dolls, Rag Dolls, and all sorts of Dolls.

ANIMALS

A Regular "Menagerie."
BARNUM and BAILEY are
nowhere in it.

Elephants, Camels, Lions, Tigers, Leopards, Bears, Rhinoceros, Wolves, Foxes, Cows, Pigs, Sheep, Goats, Monkeys, Gorillas, Squirrels, Cats, Pug Dogs, Setters, Pointers, Greyhounds, Bloodhounds, Short Dogs, Long Dogs, Big Dogs, Little Dogs.

GAMES

Pip-Pip, Spring Heeled Jack, Plucked Roosters, Fuzzy Wuzzy, Minnows-in-Wells, Figgeries, Tivoli Board, Frog Skittles, Hooker, &c., &c., &c.
Many of which are enough to
make a CAT LAUGH.

Thousands of XMAS TREE ORNAMENTS.

&c., &c., &c.

POWELL'S

BAZAAR.

Hongkong, 8th December, 1906.

To Let.

TO LET.

No. 8, D'AGUILAR STREET,
suitable for
SHOP AND DWELLING
HOUSE,

at present occupied

by

Messrs. K. A. J. CHOTIRMALL & CO.,

MALL & Co.,

who will shortly remove

to

No. 64, QUEEN'S ROAD

CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & CO.

Hongkong, 12th November, 1906. [530]

TO LET.

FOUR-ROOMED HOUSE on PRAYA
EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 16th November, 1906. [1143]

TO LET.

ONE GODOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.

Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906. [1009]

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods
Storage) at No. 14, Des Voeux Road Central,
(formerly occupied by Messrs. Shewan, Tomes
& Co.

Apply to—

HO TUNG,

Compradore Department,
Jardine, Matheson & Co.

Hongkong, 16th September, 1906. [949]

TO LET.

NO. 2, "HILLSIDE" THE PEAK.
OFFICES in KING'S BUILDING and
YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 16th November, 1906. [72]

TO LET.

A HOUSE in KNUITSFORD TERRACE.
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [789]

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD.
No. 51, WONG-NEI-CHONG ROAD.

Apply to—

HONGKONG & KOWLOON LAND
& LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 7th November, 1906. [1073]

TO LET.

A FLAT and THREE ROOMS, near the
Hongkong Bank, suitable for Offices.
Moderate rental.

Apply to—

X. Y. Z.

C/o Hongkong Telegraph.

Hongkong, 17th October, 1906. [1013]

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1905. [18]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 11th December, 1906, at 11 A.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street.

THE FOLLOWING BOOKS—
ENCYCLOPEDIA BRITANNICA
10th Edition.—36 Vols. with Revolving
Bookcase.

CENTURY DICTIONARY
with Atlas and Dictionary of Proper Names.—
16 Vols. with Bookcase.

LIBRARY OF FAMOUS LITERATURE
20 Vols.

TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 10th December, 1906. [1171]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 11th December, 1906, at 2.30 P.M., at
their Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street.

SUNDRY
HOUSEHOLD FURNITURE,
Comprising—

TEAKWOOD WARDROBES and SIDE-
BOARDS with BEVELLED GLASS, TEAK-
WOOD BOOKCASE, TABLES, MIRRORS,
HAIRS, SILK TAPESTRY-COVERED
SOFA and CHAIRS, GLASS and CROCKERY
WARE, PICTURES, &c., &c., &c.

ALSO
One SEMI-GRAND and One COTTAGE
PIANO.

Catalogues will be issued.
TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 10th December, 1906. [1170]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

FRIDAY,
the 14th December, 1906, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street.

SUNDRY
HOUSEHOLD FURNITURE,
Comprising—

TEAKWOOD WARDROBES and SIDE-
BOARDS with BEVELLED GLASS, TEAK-
WOOD BOOKCASE, TABLES, MIRRORS,
CHAIRS, SILK TAPESTRY-COVERED
SOFA and CHAIRS, GLASS and CROCK-
ERY WARE, PICTURES, &c., &c., &c.

ALSO
BLACKWOOD BOOKCASE with BE-
VELLED GLASS, BLACKWOOD OVAL
TABLE, BLACKWOOD OVERMANTLE
with BEVELLED GLASS, DESKS,
CHAIRS, SOFAS,

AND
NEW CARPETS and LARGE IVORY
CARVING.

Catalogues will be issued.
TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 7th December, 1906. [1179]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
ON

TUESDAY and WEDNESDAY,
the 18th and 19th December, 1906, at 10 A.M.
each day, at

H. M. NAVAL YARD,
SUNDRY NAVAL VICTUALLING,
OBSOLETE and CONDEMNED
STORES,

Comprising—
LATHE, TURNABLE, BOATS, OLD
CABLE CHAIN, ELECTRIC CABLE, IN-
CLINED HAND LAMPS for SEARCH-
LIGHT PROJECTORS, OLD METAL,
IRON, PAPER, STUFF, CANVAS, FURNI-
TURE, MISCELLANEOUS TOOLS,
BLANKETS, WINTER CLOTHING and
MATERIALS, CASK STAVES, KNEE
BOARDS, PROVISIONS, OFFICERS' MESS
TRAPS, TOBACCO, &c., &c., &c.

Catalogues may be had on application.
TERMS OF SALE.—As customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 5th December, 1906. [1168]

BY ORDER OF THE MORTGAGEES.

Messrs. HUGHES and HOUGH have
received instructions to sell by
PUBLIC AUCTION,
ON

THURSDAY,
the 20th day of December, 1906, at Noon, at their
Sales Rooms, 8, Des Voeux Road Central.

THE FOLLOWING
VALUABLE LEASEHOLD
PROPERTY,
IN ONE LOT.

All that PIECE or PARCEL OF GROUND
with frontages to Carnarvon, Granville and
Kimberley Roads, registered in the Land Office
as KOWLOON INLAND LOT No. 140, held
for the residue of a term of 75 years created by
the Crown Lease thereof dated 3rd October
1883, together with the messuages or dwelling
houses, known as Nos. 1, 2, 3, 4, 5, 6 and 7,
Ormsby Terrace, and 1, 2, 3 and 4, Ormsby
Villas.

Annual Crown Rent \$566.
Area 123,232 sq. ft.

Particulars and Conditions of sale may be
obtained from

Messrs. EWENS & HARSTON,
Vendor's Solicitors,
or from
The Auctioneers.

Hongkong, 5th December, 1906. [1157]

THE KOWLOON RAILWAY LOAN.

We translate the following telegram sent by
the Cantonese residents of Shanghai to the
Ministry of Foreign Affairs, the Ministry of
Posts and Communications, the Viceroy of the
Two Kwang provinces and the Head Chamber
of Commerce of Canton, known as "Chia Shan-
ta'ng," with regard to the recent Kowloon Rail-
way Loan:—

We find upon perusing the contents of the
Loan agreement of the Kowloon-Canton rail-
way that not only is independence of action
lost for the most part but that it even endangers
the question of railway construction throughout
the whole province of Kwangtung. If the
agreement permits British merchants to con-
struct this line, they should not be allowed to
construct any other to compete with and take
away our trade and thereby hurt this line. The
clause about gaining advantages for the line
really threatens the independence of action
of the railways of the whole province, and it follows
that we cannot construct any more railways after-
wards. It will also affect other provinces. This
clause prohibiting the construction of any other
line running in the same direction is even more
hurtful. In fact, when borrowing money for
constructing a line, we ought only to mortgage
the line, we ought not to place ourselves under
restraint and give the lenders the control of the
line. If we have consented to take the Loan
at 4 1/4, why should we moreover give a com-
mission of 4 1/2, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 97

Intimation.



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Hongkong, 4th December, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 10, 1906.

INDIAN POLICEMEN IN SHANGHAI.

Recently, we referred to the unfortunate strike which occurred among the Indian policemen in Shanghai; and the services which Major Hall, of the Baluchis in Tientsin, had rendered to the Municipal Council in discovering the origin of the emeute. Major Hall has sent in to the Council a most aggravating report. It would barely fill half a column and the laconic terms are not sufficient to give an idea of his conclusions. The Municipal Council remarks that:—"In the opinion of the Council, the work performed by Major Hall has been of the highest value, not only that shown by his report, but in the assistance and advice he has rendered in regard to the control of the Indian Branch in the future." That appears to be merely an academic view of a very serious question. Are the Indians to rule Shanghai, and we should say this Colony—for the same question may arise here at any moment—or are strong measures to be adopted? The Major says that on account of letters being received, by the Indian police from their friends in Vladivostok and Panama, giving accounts of the high wages to be got there, and urging them to get their discharge from the Police, and join them, they revolted. A feeling of restlessness and excitement took possession of some men, and they began to write petitions to the Captain-Superintendent asking for their discharge—some on the grounds of insufficiency of pay, others on urgent private affairs. They refused to accept the ruling of the chief that they must abide by their agreements and an intrigue was started with

the hope of bringing the Europeans to the side of the Indians. Nothing happened, of course, but the temper of the Indians was gradually rising. In the end, they endeavoured to prove their strength, but were overcome. Major Hall goes into three points with regard to the revolt, his first being a *resumé* of what occurred, his second a commendation of their conditions of service, and his third a proposition. He says:—"As regards control it is necessary that there should be in the Force a British officer who knows their language, and understands how to deal with them and also at least one good, trustworthy jemadar." That appears to be the sole recommendation of the inquiry, and it does not convey much to the lay mind unacquainted with India. We quote the *N. C. Daily News* when we say that they feel "confident that the Municipal Council will now consider the whole question, *ab initio* and will not allow prejudgment to stultify Major Hall's good work nor sentimental reasons to endanger again the safety of the community, as it has been endangered, according to Major Hall's testimony, by the omission to appoint a suitable officer, in command of the Sikhs." The question is, where are they to find that good officer? And, again, is that gentleman in charge of the Indian police of Hongkong? It is a recognised fact that the Indians in this Colony are by no means the savours of the Colony. Indeed, it is questionable if they are not more or less in the nature of a nuisance. However, if Shanghai is determined to adopt the system of appointing a British Army officer to this position there is no reason why Hongkong should not follow suit.

THE SLAUGHTER-HOUSE DRAINAGE.

Attention has been drawn upon several occasions lately to the insanitary conditions existing at West Point, as the result of the primitive arrangements at present in existence for dealing with the drainage and refuse generally. Had we not, upon the invitation of Captain Arkley Smith of the Standard Oil Co.'s chartered s.s. *Agara*, now discharging oil at their wharf at West Point, gone to inspect and experience for ourselves the actual conditions which exist there, we could never have believed that the authorities responsible for the control and sanitation of a small section of the West Point district would have been culpable of ignoring the nuisance which exists. As exits into the harbour for the blood and excreta from the slaughter house there exist only two lines of piping, one, so far as we could discover, without that closer inspection which we deemed undesirable, of six inches in diameter, and the other, slightly bigger, so situated, that, at high water, the smaller of the two, which is placed about two feet higher than its fellow, is just covered by the tide, but at low water they are both exposed to view. Just where the error in the system of drainage exists, it would be impossible for us, as non-professionals, to do more than hint at. Suffice it to emphasize the fact that the result is distinctly unsatisfactory. When it is taken into consideration that the number of pigs alone slaughtered at the Smithfield sheds, very often exceeds—between the hours of mid-night and 4 a.m.—three hundred head, it will be recognized that two small drain-pipes of the sizes specified above are not exactly the proper medium for the conveyance of the blood and filth into the harbour. Whether the offensive emanations, which seem to commence with the sticking of the beasts at midnight, are due to the clogging up of these pipes with the slime and organic filth from the porcine victims, or whether—and this we very seriously doubt—they are caused by the fresh fluxations at the actual time of slaughter, it must be the task of some one more skilled in matters sanitary than ourselves to determine. It is sufficient for us, having had a personal experience of the nuisance, to point out its existence to the Department concerned, and urge its immediate amelioration. By courtesy of Captain Arkley Smith of the *Agara* we were the other night enabled to personally go through an experience of the nuisance. At between 2 and 3 o'clock in the morning the stench from the pipes seemed to rise and settle over the vessel and her unfortunate crew in a pall so dense that one could almost feel it. Sleep was impossible, as, though in anticipation of the awful smell, every available inlet had been closed. Still it penetrated into the cabins, until from all directions one heard the protest of officers and crew under the stress of the infliction. When one considers that this condition of things is existent in more or less degree generally up to noon, and that the nuisance makes itself felt alike on shore as aboard ship, to the detriment of health and comfort, it will be recognized that something must be done, and done speedily, to cope with it. One practical suggestion we would venture to make is that pipes with flanged arms be connected with the sea-front outlets, leading the offensive matter into the sea below the extreme low-tide level. In this way, we believe, the stench might be partly

controlled, though the evidence of the neighbouring beastliness would still be apparent in the water. The state of insanitation which our experience has shown us to exist at Kennedy Town, could not do less than conjure up to our minds visions of a typhoid epidemic among those unfortunate enough to come within range of the putrescent evil, since we are satisfied that no human being, accustomed to living in a pure untainted atmosphere, could endure it for long with impunity. We believe that, during the course of each month, several of the Standard Oil Co.'s carriers proceed alongside this wharf to discharge cargo, the officers and crews of which have in most cases suffered this infliction, without more than casual complaint, but since the matter has been strongly represented to us, and we have experienced the nuisance ourselves, we cannot insist sufficiently, or strongly enough, upon the necessity for the Sanitary Board to take immediate measures for the mitigation of this typhoid-breeding nuisance at Kennedytown.

LOCAL AND GENERAL.

SECOND Lieutenant C. F. Smith, 3rd Battalion Middlesex Regiment, Hongkong, has been promoted lieutenant after two years' service.

SUBADAR Ahmed Din, of the Hongkong Sirgopota Battalion Royal Artillery, has been promoted Subadar Major on augmentation; and Havildar Major Bulak Singh is promoted Jemadar, vice Nalath Singh, retired.

INSPECTOR Gourlay, of No. 2 Police Station, arrested five coolies early this morning for dumping rubbish on the foreshore near the station. They were charged with the offence before Mr. F. A. Hazeland, this morning, at the Police Court, and each man was fined one dollar.

On Thursday evening of this week Mr. C. K. Edmunds, Ph. D., of the Canton Christian College, will give an illustrated lecture at the Chinese Y.M.C.A. on the subject, "Along the China Coast." The lecture will begin promptly at 8 o'clock and members are asked to bring friends.

Two coolies, who were found sleeping on a side walk at West Point last night by Police-constable Parr, were before Mr. F. A. Hazeland, at the Police Court, to-day, charged with being rogues and vagabonds. They pleaded guilty to the charge and received fifteen days' hard labour each.

ENGINEER Captain John Fielder has been appointed to H.M.S. *Tamar* for the appointment of Chief Engineer at the naval yard here. This officer has served in the department since July, 1877, when he was appointed assistant engineer, and he reached his present rank 18 months ago. He passed through the Royal School of Naval Architecture the Royal Naval College, Greenwich.

WHILE trying to leave the Quarry Bay Ship-yard yesterday with an iron chain, Ng Kang, a coolie, was arrested by the watchman and taken to Shau-ki-wan Police Station. He put in an appearance before Mr. T. Sercombe Smith, at the Police Court, this morning, on a charge of theft, which, after hearing evidence was proved. His Worship sent him to goal for four months and to be exposed in the stocks for four hours.

POLICE-sergeant Aris, of Kennedy Town Police Station, arraigned the master of cargo-boat No. 6123 before Mr. T. Sercombe Smith, at the Police Court, this morning, and charged him with neglecting to carry a cargo of kerosene oil, which he had on board, on Saturday, with a serviceable tarpaulin. The defendant admitted the charge. His Worship, in convicting the delinquent, informed him that he was liable to a fine of \$250 a day as long as the offence was committed. On this occasion he was fined \$50. The fine was paid.

A STREET coolie, with a cock-of-the-walk look about him, found his way into the compound of the Central Police Station on Saturday afternoon and went round on a tour of inspection. He was amusing himself greatly until Store-room-Sergeant Kent asked him his business. "I came in to see 'things'!" murmured the coolie, and he was promptly accommodated with a cell, where he could feast his optics on anything that took his fancy. This morning, he was arraigned before Mr. F. A. Hazeland, at the Police Court, on a charge of trespassing. Admitting the charge, his Worship imposed a penalty of \$5.

INF. RM. TION having reached the Registrar-General on Friday in the effect that a sixteen-year-old girl was being confined in a house at West Point, Detective Inspector Browne, of that Department, was sent out to investigate. He visited No. 459, Queen's Road West and arrested a woman named Leung Kwai, and took charge of a young girl named Chan Sin To. This morning, the woman, who is the keeper of a questionable house, made her appearance before Mr. F. A. Hazeland, at the Police Court, on charges of procuring the girl, and bringing her into the Colony for unlawful purposes. The case was remanded.

MESSRS. Jardine, Matheson & Co. inform us that the Board of the Indo-China Steam Navigation Co., Ltd., desire to amend their Articles of Association, in order to increase their borrowing power. It is proposed to split the existing shares of \$10 each, into two shares of £5 each, one a Preferred Share bearing a cumulative dividend of 5½ per cent, and having priority as to capital, and the other a Deferred of Ordinary share. The 10,411 unallotted shares of the authorized capital will also be split up and issued in a like manner. The above proposals were laid before a meeting of shareholders held in London on the 26th ultimo, and if approved at confirmatory meetings to be held on the 11th and 27th inst., will become effective as from the 1st January next.

A HANDSOME-looking bulldog, with an immense pedigree, a present from Lord Kitchener to the Empress Dowager of China, arrived in the Colony a day or two ago from India, and was removed to the Hongkong Horse Repository to be kennelled. A gentleman by the name of Woodward has charge of the dog and was expected to leave Hongkong for the North with his valuable charge to-day.

Mr. T. Sercombe Smith, who, during the past few months has so ably held the office of Colonial Secretary during the absence of Hon. Mr. F. H. May on leave, gave up that position on Saturday last and presided as first police magistrate at the Magistracy this morning. Mr. F. A. Hazeland took charge of the small Court, and Mr. C. A. D. Melbourne returned to his former position as first clerk of the Magistracy.

THIS dockyard business is growing very fast in Japan. The principal of those newly formed are the Fusan Dockyard Company with a capital of ¥2,000,000 and the Meiji Dockyard Company, with a capital of ¥3,500,000. The Hakodate Dockyard has decided to extend its premises at an estimated cost of ¥600,000; the Kawasaki Dockyard to increase its capital to ¥12,000,000; the Ishikawajima Dockyard to extend its premises at a cost of ¥500,000; the Asahi Iron Works to carry out extensions at a cost of ¥300,000, while the Uraga Dockyard has under consideration a scheme to increase its capital by ¥1,500,000.

PANG Kang, an unemployed coolie, no fixed abode, was before Mr. T. Sercombe Smith, at the Police Court, this morning, charged at the instance of P.C. 3 Attwell, with being in the servants' quarters of No. 7, Macdonald Road, at one o'clock yesterday morning, without the permission of the occupier, Mr. H. W. Looker. The police in the Central district were informed that undesirable were to be found in the servants' quarters after nightfall. When the officer visited the premises several trespassers were found, but they succeeded in making their escape, with the exception of the accused, who was apprehended. He admitted being found on the premises, and the Court fined him \$10, with the option of fourteen days' imprisonment. He entered.

A LONG coated Chinaman narrowly missed being killed on Saturday afternoon at Kowloon, and the cause of him being alive to-day is due mainly to the skillful way in which the "Star" ferryboat was handled, and the sharpness of the crew in throwing overboard life buoys and lines. A few minutes after noon on Saturday, while a ferry-boat was going alongside the pier at Kowloon, a long-coated Chinaman carrying a wooden box, made an unsuccessful attempt to spring on the wharf. He under-estimated the distance and fell into the water as the launch was swinging alongside. The cry of "Man overboard" was raised, and in less time than it would take to tell the launch's propeller was stopped, and every assistance given the unfortunate man. When he got to the surface the first time life lines and life-buoys were awaiting him, which he took possession of. The stopping of the propeller did not stop the motion of the launch, however, for she drifted to the wharf, and the Chinaman was just in time to duck under the pier, which action saved his life, the advice having been given him by the crew of the launch. His box was crushed between launch and pier and reduced to matchwood.

NOTWITHSTANDING the fact that the typhoon season is generally conceded to be long over by the time we reach practically the middle of December, and that therefore all fear of these devastating storms might be consigned to the limbo of the past until the next storm season approaches, the burning of grass and anything else, as far as that goes, by way of propitiatory sacrifices to the God of Storms, still continue to make big blazes on the heights above Kowloon, in the Laichikok region. Thus another big blaze was witnessed in that locality last night, which was aptly described by an interested spectator who viewed the blaze from the verandah of his house on the upper levels, as "a big fiery centipede," when it started it had all the appearance of a very brilliant star appearing above the hill, until it at length took on the centipede appearance mentioned, and then gradually curving to a crescent it resembled an immense talaria crowning the hill-side. It commenced very early in the evening, and continued burning brightly far into the night. Judging by the brilliance and extent of this latest propitiatory burnt-offering there must have been an immense amount of timber needlessly and wantonly destroyed, and somebody ought to be made responsible for such destruction.

SOME time ago when describing a guide to Kyoto and the surrounding district—issued by the Miyako Hotel—for the benefit of the traveller in Japan we referred to the handy form in which it had been presented; the extent of the information offered, and the beauty and number of its illustrations. The brochure, for it is little more although it runs to over 150 pages, has run into a second edition, which contains many new features and eliminates others which might have been considered redundant. After describing the hotel which seems to be a very desirable hostelry from which to make short trips to the adjoining show places, the writer, Mr. Bernard Thomson, proceeds to give the history and position of Kyoto and a lengthy account of the interesting spots in and around Kyoto. For instance, it is interesting to the intending visitor to learn the best months to travel in Japan. "January is chiefly of interest, owing to the prolonged New Year Festivities," February sees Kyoto as a "dream of fairyland under snow." March brings the plum blossom; April is considered the most attractive month, and May is the month of festivities. That should carry the Hongkongite who proposes to visit the land of the cherry-blossom till he has an opportunity of reading the guide and seeing things for himself. The illustrations are admirable and the printing worthy of the *Kobun* Herald Office.

TUNG WA HOSPITAL.

APPOINTMENT OF NEW COMMITTEE.

The Board of Directors consisting of 16 members, for the ensuing year, of the Tung Wa Hospital, has just been appointed. A meeting of the new committee was held at the hospital yesterday for the purpose of appointing the Chairman of the Board. Mr. Ho Kom Tong, assistant comprador, Messrs. Jardine, Matheson & Co., was elected Chairman by a large majority, 13 members voting for the appointment out of 15. The other members of the directorate are Messrs. Chu Shuk Yee (of the Hang Kee firm of commission agents), Tze Yam Chee (manager, Meng Sun Bank), Lau Chin Ting (nominee of the Pawnbrokers' Guild), Mui Keng Shek (of the California firm of Kun Fat Wing), Yu Po Sam (Tung Tak Seng, cotton yarn dealers), Tsai Kwai Ng (compradore, Messrs. P. B. Petit and Co.), Li Vai Tong (property owner), Tong Tze Sang (Tong On Insurance Co.), Li Kit Ping (Wang Hing firm of jewellers), Tsang See Fan (Tseng Hop Cheong, Nam Pak Hong), Pau Tak Hang (compradore, Messrs. Meyer & Co.), Wong Sam Kin (Wing Cheong Sing peccadilloes firm), U Peig U (Yung Fai Yuen opium firm), Li Kin Tong (property owner) and Li Ping Shek (Wong Yuen Rice shop).

The new directors will assume office on the 15th inst. when, according to custom, the retiring Board will hand over the books and accounts of the Tung Wa Hospital.

YAU MATI BRANCH HOSPITAL.

The committee, of which Mr. Ho Kom Tong was elected chairman yesterday, enters office upon a not unimportant stage in the history of the Tung Wa Hospital; for it will be one of the duties of the new Committee to see to the carrying out to a successful completion the branch hospital at Yau mati which it has been the endeavour of the parent institution to have erected on the peninsula some time ago. As far as we have been able to learn the site for the Yau mati hospital has already been granted by Government; it is conveniently situated in the neighbourhood of the disinfecting station in that rapidly growing township. So far a sum of \$35,000 has already been subscribed by the Chinese community towards the cost of erection, and it is believed that a sub-committee of the Board of Directors will be appointed whose duty it will be to superintend the work of building and subsequent control and working of what promises to be one of the most useful institutions for the Chinese across the harbour.

H.E. THE GOVERNOR.

LATEST BULLETIN.

The following bulletin was issued yesterday by the physicians in attendance upon His Excellency the Governor, Sir Matthew Nathan: His Excellency the Governor has maintained the improvement of last week, and will therefore be able to leave the Colony on Saturday, 15th inst., as arranged.

MESSRS. COTTAM & CO., LTD.

As will be seen from the advertisement appearing on our front page, Messrs. Cottam & Co. commence from to-day their great annual cash sale, with the object of making room for new stock. A visit to their premises can only serve to impress the customer with the actuality of the extraordinarily cheap prices at which Messrs. Cottam & Co. are offering their goods, during the current fortnight.

In view of the hard times existing at present in Hongkong, a really tangible reduction in price, in the cost of clothing, is much to be appreciated, particularly with the winter season coming upon us. We have made an inspection for ourselves, and cannot but recognize that Messrs. Cottam are offering their choice and tastefully chosen stock at much below cost value. Their boots and shoes, their shirts and ties are selling at prices below cost; while in the matter of suits, in the selection and cutting of which Messrs. Cottam & Co. are so justly known to excel, they are making tremendous reductions, thus bringing it within the reach of everybody, irrespective of his purchasing capacity, to be fashionably and tastefully garted during the coming cold season. Messrs. Cottam & Co. open their premises during this sale at 8 o'clock each morning and do not close till 6 p.m. Their managing director and staff will be found always upon duty to look after the host of clients who will doubtless take advantage of the exceptionally cheap prices at which their stock is selling; and to cater and materialize, to the civil servant bearing the burden of a depreciated sterling salary, to the newly-wedded husband and to the lone bachelor; and last—but not least—to those in search of useful Christmas presents of a utilitarian character, we cordially recommend a visit to Messrs. Cottam's establishment.

S.S. "HONGKONG."

SOLD FOR \$7.80.

Under instructions from Messrs. Goldring and Barlow, vendors' solicitors, Mr. Geo. P. Lammer, auctioneer, sold by public auction to-day, at noon, at his sales-rooms, Duddell Street, the British s.s. *Hongkong*, as she now lies wrecked off No. 3 wharf of the Hongkong and Kowloon Wharf and Godown Company, with all her machinery, stores, gear, appurtenances and coal. The vessel became the property of Mr. Wong Leung Ki, contractor, his bid of \$7,800 being the highest.

A condition of this sale was that the purchaser was required to commence operations for raising the vessel forthwith.

H.E. TSEN Ch'un-hsuep, Viceroy-designate of the Yün-Kwei provinces, has purchased a quantity of Mauser rifles with their complement of ammunition to take with him to his new post in Yunnan. No less than sixty large cases of these warlike stores have already been sent South in advance of his Excellency. It appears that the troops in Yunnan are miserably armed and his first work upon his Excellency's arrival in Yunnan will be to take in hand the reorganization of the military forces of his Viceroyalty, with special reference to the great scheme of the Council of Army Reorganization to unify under one system the forces of the Empire and to centralise their control at Peking.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

RISING AT PINGHSIANG.

FOREIGNERS FLEEING.

DR. SUN YAT-SEN SUPPOSED LEADER.

[From Our Own Correspondent.]

Shanghai, 10th December, 12:30 p.m.

A rising is reported in the neighbourhood of Pinghsiang, in Kiangsi province.

Foreigners are fleeing from the city.

It is reported that four thousand native rebels are advancing. The insurgents wear white turbans as their distinctive headgear.

It is rumoured that the notorious Dr. Sun Yat-sen is the leader of the rebellion.

The Governor has sent a battalion of Chinese troops from Nanchang to cope with the rising.

CANTON DAY BY DAY.

LIKIN COLLECTIONS.

[From Our Own Correspondent.]

Canton, 8th December.

The Likin Office has submitted the half yearly report on the collection of likin at Canton and other places, for the first half of the current year, to H.E. the Viceroy. The amount collected is stated at Taels 939,243, in addition to Taels 35,649 being likin dues on salt.

GOVERNMENT INDUSTRIAL ESTABLISHMENTS.—The Viceroy to-day proceeded to Honam to visit the Government Cement Works, and afterwards proceeded to inspect the Canton Government Paper Manufactory and other Government establishments.

APPOINTMENT OF COMMISSIONERS.—It is reported that the Ministry of Posts and Communication has decided to appoint a Commissioner to each province of the Empire, to manage all affairs pertaining to shipping, railway, telegraphs and posts.

OFFICIAL VISITS.

Yesterday the Commissioner of Customs, Mr. F. J. Mayers, Captain Myhre, Deputy Coast Inspector, and others, proceeded to call on H.E. the Viceroy, who had a conversation with these gentlemen on Customs and other affairs, for some time.

MINING PROSPECTS.

Mr. Chang Pat Sze, the ex-minister of the Ministry of Railway and Mining, has been permitted by H.E. the Viceroy to proceed to Lienchow and Chinchow to investigate the mining prospects of those places, with a view to opening Government mines. The Sin Hui Kuk (Reorganisation Department) has placed a steam launch at Mr. Chang's disposal and it is expected that this gentleman will soon proceed on his tour of investigation.

A PROPOSED OFFICIAL JOURNAL.

H.E. the Viceroy earnestly desires to publish a Government journal in Canton, and has ordered a weiyuan to make all the necessary arrangement, with a view to an early issue of a newspaper under the management of officials.

CHANG TO CHAI.

On account of the many complaints made by shareholders against him, President Chang To Chai, of the Canton-Hankow Railway Company, left Canton for Macao, where his home is situated, stating that he has left for the purpose of selecting a site for the tomb of his deceased mother.

THE BUND.

The bund along the river front is now rapidly approaching completion and will be soon available. The only defect is that at present there are not enough wharves for the numerous steamers that ply up and down this river.

THE Chinese Engineering and Mining Company's total output of the Company's three mines for the week ending November 24, 1906, amounted to 27,563.6 tons and the sales during the period to 21,107.77 tons.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Kumang*) 14th inst.
English (*Simla*) 14th inst., 10 a.m.
Canadian (*Empress of China*) 16th inst.
German (*Seydlitz*) 19th inst.

The C. P. R. Co.'s s.s. *Athenian* left Yokohama p.m., 10th inst., for Victoria and Vancouver.

The Ben Line s.s. *Benavon* from Antwerp and London left Singapore on 9th inst., for this port.

The I. C. S. N. Co.'s s.s. *Kumang* from Calcutta and the Straits left Singapore for this port on 8th inst., at 5 p.m.

The P. M. S. S. Co.'s s.s. *Korra* sailed from Yokohama on 10th inst., and will therefore be due at this port on 20th inst.

The s.s. *Kaslo Maru* will leave Kobe via Karatsu this afternoon for this port, and is due here on or about the 17th inst.

The P. & O. S. N. Co.'s s.s. *Simla* left Singapore for this port on 9th inst., at 6 a.m., with the outward English Mails, and is due here on 14th inst., at 10 a.m.

The Imperial German Mail s.s. *Seydlitz*, carrying the German Mails with dates from Berlin of the 20th Nov., left Colombo on 8th ult., p.m., and may be expected here on 19th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Yokohama on 9th inst., on 9th inst., and left again at 10 a.m. on the same day for Kobe, where she is due to arrive at 4 a.m. on 11th inst.

TELEGRAMS.

["Sheng Po"]

BOMB THROWING IN PEKING.

JAPANESE ARRESTED.

Peking, 8th December.

A Japanese was found at Fook Shing Gate, near the river-bank in Peking, who had a bomb in his possession. When he was discovered, in his hurry to escape, he dropped the bomb, with the result that six persons passing by were killed.

[Reuter's.]

Chinese in the Transvaal.

LONDON, 7th December.

At a congress of Volksites in Pretoria, all present insisted on the repatriation of the Chinese, and both demanded compensation for damage done by the Chinese.

The Education Bill.

The Education Bill, in an amended form, has passed the third reading in the House of Lords, by 280 to 105.

The minority was composed of Catholics and extreme Anglicans.

The Commons will consider the Bill on Monday, and report on it.

Later.

A prolonged Cabinet Council was held yesterday, at which the amendments of the Peers to the Education Bill were discussed.

The United States Navy.

The Secretary of the United States Navy recommends the immediate construction of two additional battleships, one of the largest class, and one of 17,000 tons.

Later.

The Money Market.

The condition of the money market continues to occupy attention, and it is believed that gold is likely to be earmarked in London, both on Indian and Egyptian account.

The Morocco Question.

All the Powers have accepted the Franco-Spanish note of the 4th instant.

The Seal Fisheries.

The report of the investigator of Japanese seal poaching, in the Pribyloff Islands, says that last summer the Japanese took thousands of seals from the waters of the United States, and that the herd was rapidly decimating. Where there were formerly millions of seals, there was now 180,000.

Fire at Cornell University.

8th December.

A fire has occurred at Cornell University, at which four students and three firemen perished.

THE LATE MR. E. R. BELLIOS' ESTATE.

The Hon. Emanuel Raphael Bellios, C.M.G., of Victoria, Hongkong, a merchant, for 18 years a member of the Legislative Council of Hongkong, and formerly of Calcutta, who died on November 11, 1905, aged 69, left, exclusive of settled estate, property in Hongkong valued at £275,304, and personal estate in the United Kingdom valued at £660. The testator bequeathed £12,000 (£1,362 10s.) to the official trustee of Hongkong to distribute the income annually at the cemetery where he was buried on the anniversary of his death to the poor of such city, town, or place to which such cemetery may be attached, of all nationalities, sect, and religions, at his discretion, except that no person shall receive more than £20 in any one year. The testator was buried at Golden's green Cemetery, London, N.W. He directed his trustees to spend £3,000 in the purchase of a monument over his grave, such monument to be obtained from Florence. Failing issue to his sons, he left the residue of his property, which will apparently exceed £250,000, to his trustees for a Jewish college at Calcutta. Any income which might be left over after providing for the establishment and maintenance of the school is to be distributed annually amongst the poor of the Jewish community in the city of Calcutta.—J. & C. Express.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores in the pool competition at 200 yards held at the King's Park range on the 8th and 9th December:

A. Blouey	58+11=69
J. B. Lewington	56+12=68
J. C. Gou	67 sec. = 67
D. J. McKee	60+6=66
A. G. Newington	49+16=65
A. W. J. Watt	60+6=64
R. E. O. Bird	54+10=64
A. Jenkins	63 sec. = 63
R. M. Ezekiel	46+16=62
S. T. Egerton	4+20=62
G. H. Wakemad	57+4=61
E. W. Terrey	47+14=61
H. W. Bird	51+8=59
A. C. Franklin	39+20=59
Dr. G. M. Harston	39+20=59
F. Maitland	48+10=58
Dr. E. J. Jones	47+10=57
Dr. O. Marriott	51+24=55
J. Hutchings	54+20=54

THE CHINA ASSOCIATION DINNER.

MR. GERSHOM STEWART PROPOSES "OUR GUESTS."

The annual dinner of the China Association took place at the Whitehall Rooms of the Hotel Metropole on 6th ult., at which Mr. Gershom Stewart, who was received with applause, on rising proposed "Our Guests," said:—Mr. Chairman and gentlemen, the toast which I have now the honour to propose to you requires little at my hands to ensure for it from my brother members a warm reception. I think perhaps the committee, in deputing to me the duty of proposing the guests of the evening, have desired to show that those feelings of hospitality for which these annual gatherings of old members are so justly distinguished, are shared to the full by members who, like myself, are still more closely wedded to the Flowery Land; and I can assure our guests that if to-night they had been guests of this Association either in Shanghai or in Hongkong they might not have had so good a dinner, but they would have had a very warm welcome. Speaking, therefore, for members of both East and West, I tender to our guests a true and hearty greeting, and they can carry away this assurance—that we view their presence to-night not only with pleasure, but as a great honour. (Cheers.) The source and spring of these annual gatherings naturally are of a social order, but the luminous review of the position in China which we have listened to with such interest from the chair, shows that they also have a more comprehensive scope. This is the most representative body of men in regard to China which can be gathered together in this country, and as people in this country are, I think, inclined to view things Chinese as a somewhat queer assortment, I feel that the searchlight of public curiosity tends somewhat to turn upon this annual dinner, that people may gain some knowledge upon questions they hear about outside, but upon which they have no definite means of gathering accurate knowledge. If that is so, and they look for facts they have them in the Chairman's speech—and I grieve to say that amongst those facts there are some very sad ones; and if they seek to know about people, it falls somewhat on the man who is proposing the guests to show how much we appreciate the good work done by many men in various walks of life, and also to especially welcome distinguished men who have come from afar with a record of work well done in the execution of their duty. We all of us know, only too well, the troubles times that have been passed through in China of late years, but British interests have emerged from those times healthy and vigorous. This, I think, is testimony to the good work which has been done by the officers whose duty it has been to safeguard those interests. (Cheers.) And in the first place I refer to the Right Hon. Sir Ernest Satow—(cheers)—our thanks and appreciation of the long record of distinguished service which he has rendered to his country in Siam, in Japan, and in the more difficult political atmosphere of Peking. In a long service such as that, it is natural that there may be times when he is not able to see eye to eye with certain sections of his compatriots, and I can see the difficulty a Minister must have in sometimes having to refuse his official support in a matter to which his personal sympathy may be freely given. We also are aware that the records of many a tough struggle lie guardedly from the public eye upon the shelves of the Foreign Office. But we do know that his intimate knowledge of the language and customs of both China and Japan have been invaluable to England. (Cheers.) We can testify to his profound erudition, to his unflinching courtesy, and to his unrelaxing endeavours to promote the interests entrusted to his care. Speaking personally, I can remember the feelings of somewhat nervous apprehension with which I approached the domain of the British Legation in the spring of 1904, charged with a mission from the Hongkong branch of this Association, to interview the Minister on that well-worn and still unproductive, but, according to the Chairman, more hopeful topic, the Kowloon and Canton railway. The sympathetic kindness with which I was received during one or two prolonged interviews has left upon my mind feelings both of gratitude and pleasure. It is my duty, in proposing "The Guests," to refer to the Imperial services of the Crown, and in doing so we who live on the little island turn with the feelings of old friends to His Majesty's Navy. The name I have to couple with this toast is that of Admiral Tracey. (Cheers.) He probably has never heard of an obscure individual like myself, but I will remember that when I first went to China he was captain of the *Audacious*, and he used to make us all comfortable and feel that we were safe out there. It is said of men that by their works ye shall know them. Well, Admiral Tracey was in his early days in the Japanese Navy; I can say no higher praise of any naval officer than that. While speaking of the navy I will ask your indulgence to express the regret I feel at the absence of Admiral Sir Gerard Noel, because I should have liked to testify in his presence to the confidence he engendered amongst his fellow-countrymen in China when, throughout the late war, he was in supreme command in Chinese waters. (Cheers.) We all knew that, had Great Britain been called upon to enter into that struggle, her interests could not have been in stronger or more thorough ly efficient hands. We are grateful to the Navy, and some philosophers have said that gratitude may be sometimes a lively expectation of more favours to come. I confess to a feeling of that sort when I ask Admiral Tracey, should the occasion present itself, to use his benevolent influence to see that our flag is kept in full evidence in the island waters of China. If we do not show our flag there, others there are who are only too willing to fill our places. (Cheers.) With regard to the Army, it is most difficult for one just lately arrived home to know exactly where we are. (Laughter.)

Some people say we have no army, and need conscription; others say that we are turning our country into an armed camp and object to a schoolboy being taught to use a rifle, holding apparently the opinion that it is an evil thing for a lad to learn how to defend his country. On these two schools of thought generally I offer no opinion, but between the two we are glad to see, when we look for it, the beaming and cheery countenance of our old friend "Tommy Atkins," and we know that he is led by a body of officers who are prepared to go anywhere, at any time, and never to draw back whatever the odds they may be called upon to face. But our Army is small. Its heart is in the right place, it cannot do impossibilities; and, touching the Army as it specially affects us in China, I venture to say, with all due respect to the distinguished member of the Imperial Defence Committee who is here present, that if it be true that China is becoming a serious military Power the question of holding our greatest outpost there with the slender garrison at present afforded to it may ere long have to be approached from an entirely different point of view. (Cheers.) I would ask Admiral Tracey, who is going to respond for both services, to assure the brother officers in the sister service who take any interest in our proceedings to-night, of our high appreciation. But I know, gentlemen, that among our guests we have members of the Foreign Office, the Colonial Office, leading gentlemen from our sister Colony of Singapore, and many others, including members of that much-threatened body the Imperial Maritime Customs. May that body like many a threatened man, live long. (Cheers.) And last, but not least, we have our greatest several leading members of the great journalistic profession in this country. Upon them rests the all-important duty of educating and of interesting the public opinion of this country in the new problems and difficulties arising from an awakened China. The presence of all these interests at these tables to-night testifies that they view the Far Eastern question with attention. The *Times* with the services of its redoubtable Peking correspondent, and the special knowledge upon Far Eastern affairs enjoyed by Mr. Chrol—(cheers)—is in an exceptional position to form a comprehensive appreciation of the serious interests involved, and I hope and believe that all the leading papers in this country are anxious to treat the great Chinese question from an impartial point of view, and not from any party standpoint. (Cheers.) Gentlemen, in my opinion, it is only by acting unitedly and in an enlightened way, all of us combined, that we can hope to maintain our position in face of the tortuous and dilatory diplomacy of China, and in face of the severe competition we are inevitably called upon to face. These in the past who have travelled the same road have in their day settled many knotty problems, and when I look round these tables and see a body of gentlemen like our guests we have the honour of entertaining to-night, and know that there are others who are unavoidably absent who are prepared to accord to this Association their advice and assistance then gentlemen, I am content to feel that the present body of Englishmen connected with China can face with confidence the troubles and the problems of our own day and generation. (Cheers.) Mr. Chairman, and brother members of the China Association, I ask you to join me in drinking with the utmost cordiality to the health of our guests, and with the toast, specially coupled with the name of the Right Hon. Sir Ernest Satow and of Admiral Tracey. (Cheers.)—L. & C. Express.

THE CANTON-KOWLOON RAILWAY.

Three weeks have passed since the Loan Agreement of the Canton-Kowloon Railway was formally signed in Peking by the Chinese Government on one side and the representative of the British and Chinese Corporation on the other side. Negotiations had been in progress for some months prior to the ratification of the Agreement and had been attended by representatives of the Canton Viceroy and of the provincial gentry. The utmost deliberation and the Agreement was not signed until the Chinese Government had satisfied that everything was in order. To-day, writes the *N. C. D. News* of 3rd ult., we publish a telegram emanating from the Canton merchants resident in Shanghai to the Ministry of Foreign Affairs and to the Ministry of Posts and Communications in which exception is taken to the Agreement and the Government is urged to repudiate its undertaking. Similar telegrams are to-day, have been sent from the new Viceroy of Canton, the Canton Chamber of Commerce and the local Gentry, and, as we are led to suppose that those messages have really been sent since the agreement was signed, I would seem that a determined effort is being made to nullify the new Agreement. It still remains to be seen what effect an agitation of this nature will have upon the Peking Government. We are unwilling to believe that serious consideration will be paid to it; but if sinister precedent is set, if such documents are accepted and are allowed to delay the formal promulgation of the Edict embodying the Imperial ratification of the Agreement. The special circumstances of the Canton-Kowloon Railway negotiations render the action of the Cantonese merchants resident in Shanghai as well as of H. E. Chow Fu, the new Viceroy of the Liang Kwang, all the more inexplicable and understandable. The negotiations were carried out under the authority of the Throne by the Waiwupu with the full knowledge and consent of the provincial government of Kwangtung, which deputed special delegates to represent in Peking the views of the Cantonese. The Central Government and the Viceroy were in close touch, throughout and the conclusion of the Agreement was only reached after Viceroy Ts'ao had expressed his concurrence. It is difficult, therefore, to find any justification for the telegrams since sent to the Waiwupu and Ministry of Posts and Communications. Moreover, the wording of these messages argues either complete ignorance or deliberate misrepresentation of the terms of the agreement. No controlling powers have been conceded to the Corporation, which undertakes to finance the railway construction and to lend technical experts for the work. The construction is to be carried out under the authority of the Chinese Government upon lines precisely similar to those adopted in the case of the Northern Railway. Accordingly, the Canton-Kowloon line will not constitute a breach of China's sovereign rights any more than the Peking-Shanghai line which is entirely controlled by Chinese and forms a valuable asset to the country. Other suggestions are equally beside the mark and do not reflect much credit on the intelligence of those who penned them. As things are at the present juncture, it may be presumed that when once the formal signature of the Chinese Government has been affixed

to an agreement the matter is no longer the private concern of an individual Corporation, but passes under the tutelage of the foreign Government concerned. Consequently the attempt of the Cantonese gentry and others to secure the repudiation of the agreement are doomed to failure; for it is not to be supposed that the British Government would overlook such a grave breach of contract on the part of the Peking authorities. The action of the Canton Merchants and gentry, however, is significant, and opens up the whole question of the position of the Central Government. It is clear that if the pledged word of the Chinese Government, which is liable to be violated for the whim of each provincial administration, the Government of the country is reduced to an absurdity and China makes herself ridiculous in the eyes of the whole world. Fortunately we need not anticipate a weak surrender on the part of the Central Government to the protest in question, but it would be satisfactory to know that similar attempts to repudiate Government pledges will not be made in the future.

AN INSANE EXECUTOR.

APPLICATION FOR A TRUSTEE.

In the Probate Jurisdiction Court this morning, His Honour the Chief Justice presiding, Mr. H. G. Calthrop, instructed by Mr. R. Lang, of Messrs. Deacon, Looker and Deacon, appeared in the matter of the estate of Poon Hung, alias Poon Shing, alias Poon Tai Ting, alias Poon Sze I, deceased, and in the matter of the Trusts Ordinance of 1901, section 61, in support of the petition of Poon Chan Shi, the executrix of the will of the above deceased. The above-named deceased died on or about the 25th December, 1901, having previously made his last will and testament, at Sai Shing village, in the Nam Hoi district, Kwangtung province, whereof he is appointed the petitioner and others as executrix and executors. On the 19th April, 1902, probate was granted by the Court to the petitioner, the other executors having renounced. In the said will, after the appointment of the executrix and executor, there appeared this clause (*inter alia*) management of the estate shall be returned to my eldest son, Kit Chit, when he shall have obtained his majority, except for the above recited clause there is nothing in the said will indicating that the deceased wished to appoint the said Kit Chit to be executor and trustee upon attaining his majority. On 31st October, 1906, the said Kit Chit was medically examined by Gregory P. Jordan, M.B. (Ed.), M.R.C.S., England, medical practitioner, practising in Hongkong, and certified to be of sound mind, and this certificate was filed in the Court. The said Kit Chit is now an adult, having attained his majority on or about 10th June, 1906, but is not, and has not been for several years, a fit person to manage the estate and effects of the said deceased, which, at the time of the death of the deceased, was sworn at \$143,000. The petitioner therefore prayed that the Court be pleased to advise her on the following points: (1) As to whether, under the said will, the said Kit Chit would have been entitled to apply for probate, on coming of age, had he been of sound mind, and whether on coming of age he became trustee; (2) whether, if so under such will the said executrix ceased to be the executrix and trustee on the said Kit Chit coming of age; (3) whether it is now, on account of the said Kit Chit's insanity, necessary for the petitioner to obtain an order from the Court entitling her to continue to act as executrix and trustee of the said estate, and (4) generally. After hearing learned counsel, and his authorities, His Honour said he was informed by the Registrar of the proper course to take, and made an interim order by which the trusteeship became vested in the Official Administrator, until the said Kit Chit was found and declared to be a lunatic, when the petitioner could take such action before the Court as she might be advised.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$47; Indo-China \$30, Kowloon Harver \$24, China Providents \$15, Cements \$19, Electrics \$15, Watsons \$17.
Sellers:—Hongkong Banks \$80, Cantons \$30, China Fines \$25, Macao Steamboats \$17, China and Manila \$22, Douglas \$39, Shell Transports \$30, China Sugars \$140, Haubs \$38, Hongkong Docks \$150, West Points \$50, Humphreys Estate \$112, Hongkong Cottons \$13, China Borneo \$10, Cements \$20, Ices \$236, Ropes \$22, China Light and Power \$10, Powells \$8.
Sales:—Nil.
Nominal:—Union Insurances \$762, Hongkong Fines \$335, Shanghai Docks \$15, 107, Hongkong Wharves \$15, 228, Hongkong Land \$105, Hongkong Hotels \$112, Dairy Farms \$17, Tramways \$115.

TO-DAY'S EXCHANGE.

London—Bank T.T.	2/2 15/16
Do. Demand	2/3
Do. 4 months' sight	2/3 7/16
France—Bank T.T.	2/3 1/2
America—Bank T.T.	2/3 1/2
Germany—Bank T.T.	2/3 1/2
India T.T.	160
Do. Demand	167
Shanghai—Bank T.T.	72 1/2
Singapore T.T.	31 1/2 prem
Japan—Bank T.T.	110 1/2
Java—Bank T.T.	73 1/2
Buying:	
4 months' sight L/C	2/3 1/2
6 months' sight L/C	2/3 1/2
30 days' sight San Francisco & New York	54 1/2
4 months' sight do.	50 1/2
30 days' sight Sydney and Melbourne	2 1/2
4 months' sight France	2 1/2
6 months' sight do.	2 1/2
4 months' sight Germany	2 1/2
Bar Silver	32
Bank of England rate	6 1/2
Sovereign	8 1/2

Today's Advertisements.

NOTICE.

THE Underigned has RESIGNED the Agency of the PORTLAND FLOURING MILLS CO.
A. H. RENNIE.
Hongkong, 10th December, 1906. [1180]

LOST.

A RUSTY BLACK WIRE HAired Aberdeen (Scotch) TERRIER, wearing Black Leather Collar with small brass name plate (no name on it), no license badge on collar. Five dollars reward.
Notify—C. C. SCOTT, Butterfield & Swire.
Hongkong, 10th December, 1906. [1184]

Today's Advertisements.

XMAS! XMAS! XMAS!

Do not make your Xmas Purchase before you see

A. CHAZALON & CO.,
6, Queen's Road Central.

Who have just received the Finest Assortment of ENGLISH and FRENCH CONFECTIONERY from the best makers of London and Paris;

ALSO
A Large Variety of LIQUORS, BORDEAUX, PORT, SHERRY, WHISKY, &c., &c., from the most renowned houses in France and other foreign countries.
Hongkong, 10th December, 1906. [1179]

TO LET.

Nº 1, WEST END TERRACE, Shamshau Canton.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 10th December, 1906. [1183]

NOTICE.

PUBLIC Notice is hereby given that the undersigned GOSHI-KWAISHA MIDZUSHIMA SHOKWAI (known as Midzushima & Co.), has no connection nor interest in the MIDZUSHIMA-YOKO of the Colony of Victoria, Hongkong, the undersigned having been formed as GOSHI-KWAISHA under Japanese legal registration on the 12th March, 1906, since Mr. J. MIDZUSHIMA'S business has been discontinued. Further, that Mr. K. NOMURA succeeded to the goodwill and business of MIDZUSHIMA & CO., of Hongkong, under his sole liability, from February 24th, 1906.

GOSHI-KWAISHA MIDZUSHIMA SHOKWAI
(Midzushima & Co.), Moji & Kobe.
29th November, 1906. [1182]

S.S. "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne* and *Charente*, and from Bordeaux ex s.s. *Ville de Lille* and *Ville d'Arras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 17th December, at Noon, will be subject to rent and landing charges.

All claims must be sent in on or before the 17th December, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 17th December, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 10th December, 1906. [1177]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before MONDAY, the 10th of December, at 11 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th of December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of December.

All Claims must reach us before the 20th of December, 1906, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 8th December, 1906. [1172]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" 1,238 Tons. H. W. WALKER.

Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unequalled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, 1st (Servant excluded), \$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 7th November, 1906. [1075]

Intimations.

THE
ROBINSON PIANO
CO., LD.

TALKING
MACHINES

AND

RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT.

MUSIC

Comic Opera Scores
and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [118]

MOËT & CHANDON'S

HIGHEST GRADE OF CHAMPAGNE IS

"DRY IMPERIAL"
BRAND

AS SUPPLIED BY ROYAL WARRANT

TO

KING EDWARD VII.

THE EMPEROR OF GERMANY.

THE CZAR OF RUSSIA.

ALSO SUPPLIED FOR THE

LEADING PRESIDENTIAL

BANQUETS

OF

FRANCE AND THE UNITED STATES.

Per Case 12 Bottles \$57.00

24 Bottles 60.00

SOLE AGENTS:

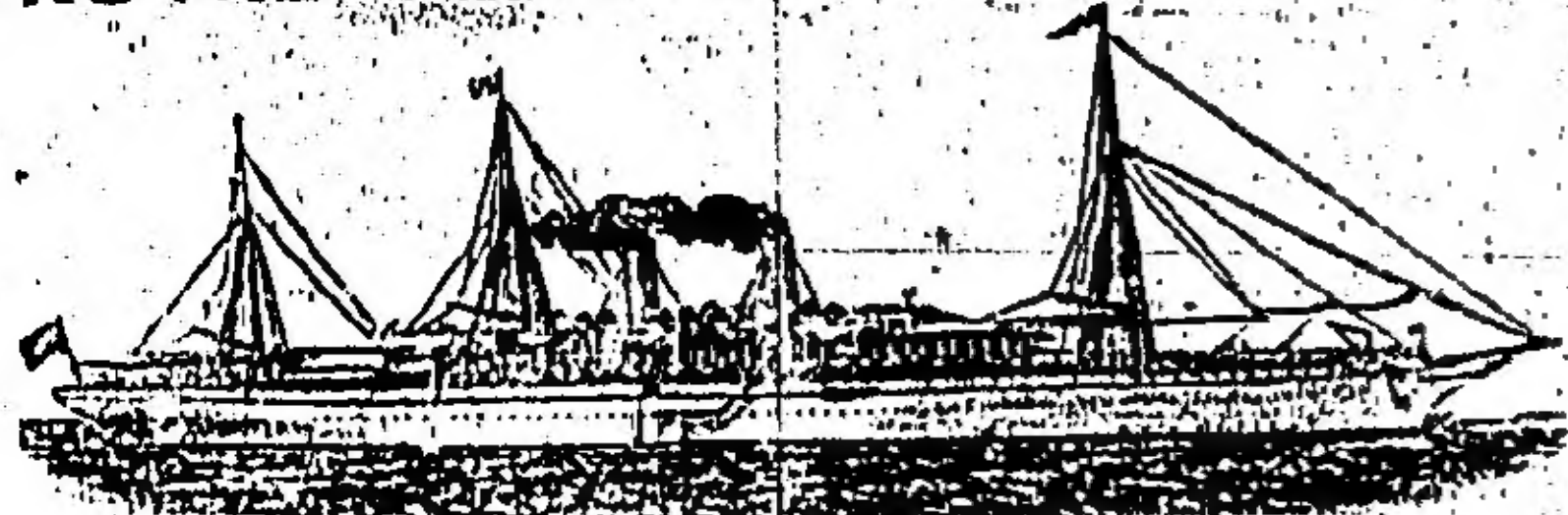
H. PRICE & CO.

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 8th November, 1906. [1174]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPRESS OF JAPAN" 6,600	THURSDAY, December 20th January 7th
"TARTAR" 4,425	WEDNESDAY, January 9th February 2nd
"EMPRESS OF CHINA" 6,000	THURSDAY, January 17th February 4th
"MONTEAGLE" 6,163	WEDNESDAY, January 23rd February 16th
"EMPRESS OF INDIA" 6,000	THURSDAY, February 14th March 4th
"ATHENIAN" 3,882	WEDNESDAY, February 20th March 16th

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class 18 St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
H. W. CRADDOCK, Acting General Agent,
Corner Paddy Street and Praya.
Hongkong, 30th November, 1906. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW	CHOYANG	TUESDAY, 11th Dec., Noon.
SHANGHAI	TAISANG	THURSDAY, 13th Dec., Noon.
MANILA	LOONGSANG	FRIDAY, 14th Dec., 4 P.M.
SANDAKAN	MAUSANG	SATURDAY, 15th Dec., Noon.

† Taking Cargo on through Bills of Lading to Chofu, Tientsin, Newchwang and Yangtze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 10th December, 1906. [6]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
MANILA	"TEAN"	11th December, 4 p.m.
SHANGHAI	"YOHOW"	13th "
YOKOHAMA and KOBE	"CHANGSHA"	13th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	5th January, "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th December, 1906. [9]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	AMOV AND MANILA	FRIDAY, 14th Dec., at 5 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 22nd Dec., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 10th December, 1906. [7]



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906. [6]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHEINIA," "HANSBURG," and "HOHENSTAUFEN," These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "GILLES" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

FOR SHANGHAI, KOBE AND YOKOHAMA.	
SPEZIA	15th December.
SAMBIA	20th December.
SILESIA	2nd January.
SAXONIA	15th January.
SCANDIA	1st February.
HANSBURG	3rd March.
RHEINIA	1st April.
For TSINGTAO, NAGASAKI and VLADIVOSTOK.	
DAPHNE	5th January.

Hongkong, 8th December, 1906.

Homeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.	
RHEINIA	15th December.
C. FERD. LAISZ	23rd December.
ANDALUSIA	3rd January.
HOHENSTAUFEN	11th January.
AMBRIA	15th January.
For NEW YORK.	
VANDALIA	2nd January.
NUBIA	To follow.

[113]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
Captain W. D. A. Thomas, will be despatched for the above Ports, TO-MORROW, the 11th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 10th December, 1906. [116]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between

HONGKONG, SALINA CRUZ, CALLAO

and IQUIQUE, via JAPAN PORTS

(KARATSU, KOBE and YOKOHAMA).

Will be sent to VALPARAISO if sufficient

inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. C. T. S. Filmer, will be despatched

as above, on SATURDAY, the 22nd instant,

at Noon.

Taking Freight and Passengers to other

Western Coast Ports of South America.

The above Steamer has splendid Accom-

modation and is fitted throughout with Electric

Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,

Manager,

York Building,

Hongkong, 10th December, 1906. [84]

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag

ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 2nd October, 1906. [17]

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS, and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 10th September, 1907. [16]

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS

and DEALERS in Ladies' and

Children's Underwear, Silk, Pongee, Grass-

cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentle-

men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180]

BIG CURE

MEN & WOMEN

BIG C is a new potent

remedy for any venereal

discharge and inflammation

irritation or infection of

mucous membranes. Painless.

Guaranteed not to mislead.

SOLD BY CHEMISTS.

Circular mailed on request.

MANUFACTURED BY

THE BROS. BERNARD & Co.

CINCINNATI, O.

U.S.A.

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,

SINGAPORE, BATAVIA,

COLOMBO, INDIA, ADEN,

DJIBOUTI, EGYPT, MAR-

SEILLES, LONDON,

HAVRE, BORDEAUX, MEDITERRANEAN AND

BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Bourdon, will be despatched for

MARSEILLES TO-MORROW, the 11th

December, at 1 P.M.

This Steamer connects at Colombo with the

Australian Line s.s. *Armand Behic* bound for

Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading

issued for above ports.

Cargo also booked for principal places in

Europe.

Next sailings will be as follows:—

S.S. *POLYNESIE* 25th December.

S.S. *CALEDONIE* 8th January.

S.S. *SALAZIE* 22nd January.

S.S. *OCEANIE* 5th February.

S.S. *TOURANE* 22nd February.

G. DE CHAMPEAUX,

Agent.

Hongkong, 10th December, 1906. [11]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITER-

RANEAN PORTS, PLYMOUTH

AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL, AMERI-

CAN AND SOUTH AFRICAN PORTS.)

H. E. Steamship

"DEVANHA,"

Captain T. H. Hide, R.N.R., carrying His Majesty's

Mails, will be despatched from this for

HOMBAI, on SATURDAY, the 15th Decem-

ber, at Noon, taking Passengers and Cargo for

the above Ports in connection with the Compa-

ny's S.S. *Mohawia*, 9,500 tons, from Colombo.

Passenger accommodation in which vessel is

secured before departure from Hongkong.

Silk and Valuables, all Cargo for France

and Tea for London (under arrangement

will be transhipped at Colombo into the Mail

steamer, proceeding direct to Marseilles and

London, other Cargo for London, &c., will be

conveyed from Bombay by the R.M.S. *Perola*,

due in London on 26th January, 1907.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 4th December, 1906. [4]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN-PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Platania 3,753 F.G. Punington 20th Dec.

Lyra 4,417 G.V. Williams 23rd Jan.

Shawmut 9,600 E.V. Roberts 30th Jan.

Hyades 3,753 J. A. Wren 30th Jan.

Tremont 9,600 F.W. Gardick

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 3rd December, 1906. [12]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(

THE TWO COTTON SPINNING AND WEAVING CO., LD.

Report for presentation at the eleventh ordinary meeting of the shareholders to be held at the offices of the General Managers on Monday, December 17, 1906, at 11 a.m.

The General Managers have pleasure in submitting an audited statement of accounts to October 31, 1906, showing the result of twelve months' working to that date.

The Mill has worked day and night throughout the year and although the demand for yarns was less active than in 1905, the production was sold at a fair margin of profit. The supply of Chinese cotton was ample and of good quality.

The balance at credit of Profit and Loss Account is Tls. 364,986.25 inclusive of Tls. 100,000 brought forward from last year, which it is recommended should be dealt with as follows:—

To pay a dividend of Tls. 10 per Tls. share on 15,000 150,000.00
To equalization of Dividends Fund 150,000.00
To carry forward to new account 64,986.25

Tls. 364,986.25

Consulting Comm. Com.—In accordance with Article XVII, the members of the Consulting Committee retire but all are eligible, and offer themselves for re-election.

Auditor.—Mr. Wingrove has audited the accounts of the Company, and his re-election to the position requires the confirmation of the Shareholders.

JARDINE, MATHESON & CO.,
General Managers.
Shanghai, December 11, 1906.

STATEMENT OF ACCOUNTS FOR YEAR

ENDING OCTOBER 31, 1906.

Liabilities.

Capital—Authorized 20,000 Shares

at Tls. 50—Tls. 1,000,000

subscribed 15,000 Shares at

Tls. 50 750,000.00

Jardine, Matheson & Co. 350,000.00

Accounts Payable 67,847.95

Uncollected Dividends 5,596.00

Repairs and Renewals 45,939.90

Profit and Loss 364,986.25

Tls. 1,584,370.10

Assets.

Cr. Tls.

Property 139,418.25

Buildings 307,430.38

Plant and machinery 367,620.50

Water supply 4,222.81

Furniture 4,264.74

Mill stores 17,316.12

Cotton stock 16,991.74

Cotton and yarn in process 28,996.63

Yarn stock 616,617.20

Waste in stock 13,827.00

Unexpired fire insurance premium 7,027.89

Unexpired rates and taxes 450.10

Accounts receivable 27,649.97

Cash in hand 372.73

Tls. 1,584,370.10

PROFIT AND LOSS ACCOUNT.

To rates and taxes 2,588.98

fire insurance 18,744.50

interest 23,140.38

directors' fees 3,375.00

auditor's fees 250.00

repairs and renewals 28,104.79

general managers' commission on net profits 10 per cent. on

Tls. 294,429.97 29,442.92

balance 364,986.25

Tls. 470,632.82

Tls.

By Balance brought forward 100,000.00

Balance of Working Account 370,632.82

Transfer Fees 170.00

Tls. 470,632.82

Shanghai, November 27, 1906.

JARDINE, MATHESON & CO.,
General Managers.

In accordance with the Companies Act 1906, I certify that all my requirements as Auditor have been complied with and I further certify that I have examined the above accounts and Balance Sheet, and in my opinion the Balance Sheet is a full and fair Balance Sheet, and properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs as shown by the Books of the Company.

GEO. R. WINGROVE,
Auditor.

Shipping.

Arrivals.

Frishtof, Nor. s.s. 801, H. A. Haraldsen, 8th Dec.—Toursing 5th Dec. Sall.—Asgard, Thorsen & Co.

Ernest Simons, Fr. s.s. 2,893, Bourdon, 9th Dec.—Shanghai 6th Dec. Mails and Gen.—M. M.

Nicomedia, Ger. s.s. 2,803, P. Wagemann, 9th Dec.—Portland, Or. 30th Oct. Flour, —E. & A. S. B. Co.

Childar, Nor. s.s. 1,101, H. Nielsen, 9th Dec.—Bangkok 30th Nov. Gen.—S. & S. Co.

Ithaka, Ger. s.s. 1,446, W. Faass, 9th Dec.—Chinking 4th Dec. Rice, Flour, Groundnuts and Oil.—S. & S. Co.

Sungking, Br. s.s. 987, G. Penfeller, 9th Dec.—Cebu and Iloilo 5th Dec. Sugar.—B. & S.

Santa, Ger. s.s. 921, H. Kneff, 9th Dec.—Salon 3rd Dec. Rice.—S. & S. Co.

Ichang, Br. s.s. 1,200, W. L. Jones, 9th Dec.—Swatow 8th Dec. Ballast.—B. & S. Co.

Choyang, Br. s.s. 1,474, A. E. Sandbach, 9th Dec.—Canton 8th Dec. Gen.—J. M. & Co.

Lydia, Ger. s.s. 2,734, C. Meyer, 9th Dec.—Canton 8th Dec. Gen.—S. & S. Co.

Yarra, Fr. s.s. 2,114, Sallier, 10th Dec.—Marseilles 11th Nov. and Saigon 7th Dec. Mails and Gen.—M. M.

Wyle, Ger. s.s. 1,865, H. Carsten, 10th Dec.—Mojil 9th Dec. Coal.—J. & C.

Arasag, Ger. s.s. 1,081, J. Ernst, 10th Dec.—Portland, Or. 7th Oct., Flour and Lumber.—H. A. I.

Hopping, Br. s.s. 1,150, J. Hay, 10th Dec.—Sourabaya 29th Nov.—Sugar.—J. M. & Co.

Kwongsang, Br. s.s. 1,428, W. P. Baker, 10th Dec.—Shanghai 6th Dec. Gen.—J. M. & Co.

Clearances at the Harbour Office.

Kwongsang, for Canton.

Deuonog, for Swatow.

Frishtof, for Macao.

Yochow, for Canton.

Prins Sigismund, for Manila.

Choyang, for Swatow.

Departures.

Dec. 9.

Deuonog, for Bangkok.

Haiman, for Swatow.

Mosmar, for Swatow.

Holstein, for Haiphong.

Pingyui, for Shanghai.

Dec. 10.

Zoroaster, for Christmas Island.

Cranley, for Durban.

Kochow, for Shanghai.

Sungking, for Canton.

Wiching, for Canton.

Ithaka, for Canton.

Triumph, for Hoihow.

Drufar, for Bangkok.

Hailan, for Pakhoi.

Hilana, for Hoihow.

Shanghai, for Shanghai.

Yarra, for Yokohama.

Yarra, for Shanghai, &c.

Passengers arrived.

Per Kwongsang, from Shanghai—100 Chinese.

Per Ernest Simons, for Hongkong from Yokohama, Mr. and Mrs. Blomfield, from Kobe—Messrs. Aizuto and Kitagawa. From Shanghai—Mr. F. Thompson, Mrs. Rakapit and a children, Mr. H. Wai and boy, Mr. and Mrs. Jonak and 2 boys, Messrs. Pearson, Choy Shat Tong, Jacob, Rev. Thibault, Faure, Miss Thibault, Miss Carolyn Singer, Mrs. Sperry, Messrs. George, Colorado and Coletti. From Shanghai for Marseilles—Mrs. Laos, Mrs. Lefevre and son, Messrs. H. Dumond, Van Damme, T. Killeh, Ping Tse, Watt Van Teung, Len Tchen Lung, Mrs. Shullery, Messrs. Lou Yu Rung, Bertrand, Manniri, Le Dret and Chatelet. For Port Said—Mr. Baranovsky. From Kobe for Bombay—Messrs. F. Kusumoto and A. Futakichi. From Shanghai for Colombo—Mr. Vaie Sino. For Singapore from Kobe—Messrs. Turuta, Macom, Tajima, Shimizu, Mr. K. Shioni, Misses Umeko, Muriel and (2), Messrs. Shimura and Teramoto. From Shanghai—Messrs. Menzies and C. Avera. For Saigon—Mr. M. Berthola, Miss (2), Messrs. Saito and Deius.

Per Yarra, for Hongkong from Marseilles—Mr. and Mrs. L. E. Emery, from Aden—Mr. D. Butcher, from Singapore—Mr. C. Van Daelen-Witters, Mr. and Mrs. Goh Liang Tien and infant, Mr. and Mrs. Chip Seng and infant, Messrs. L. O. Tong, M. J. Davey, M. Siaw Alok and Chye Seng. From Saigon—Messrs. Borsat de Laperouse, Devarente, Sieble, Graham, Yan Yu Hoon, Guach Chien, H. Boyer, W. Robertson, Chun Yick, Nee Chon, Huyuh Tien, Ngo Chan, R. P. Sclard and Lagade. For Yokohama from Marseilles—Messrs. Imokura, and Forester, Kondo, Baron de Commales, Messrs. Hickart, Tongnoia, Philat and Gonon. From Port Said—Mr. Kohn. From Colombo—Mr. Dolley. From Saigon—Messrs. Chalagne, Roy and Chabande. From Singapore—Mr. and Mrs. Niviera, Mr. and Mrs. Lajurie. For Shanghai from Marseilles—Mr. and Mrs. Succillon, Messrs. Tossy and Robin, Mr. and Mrs. Perat, Mr. Legros, Mrs. Lacroix, Messrs. Becuat, Gignon, Targat, Camm, San, Kong, Kenny, Pingco, L. Y. Kwang, W. Kai P. King, Bougalet, P. Jiroi, Victor, Marchand, Gausseard, Surville, Paoli, Charraut and Bourbon. From Aden—Mr. A. Marrocephalor. From Colombo—Mr. and Mrs. Schwartz, Messrs. Meyer and Rubie, Mrs. Lohrie, Mrs. Marita and Mrs. Dora. From Saigon—Mr. and Mrs. Terrand Messrs. P. P. Vauvalande, Lelude, Frouin, Charrier, Donabue, Louis and Abry, Mrs. Maria Marisoba, Messrs. Eilich and P. Robinde and Mrs. Martelch.

Per Nubia for Hongkong from London—Mr. and Mrs. May, 2 children and nurse, Mrs. Atkinson, 2 boys and governess, Mr. R. Packham, Rev. R. Edson, Mr. and Mrs. G. Coppin, Miss Francis, Mrs. Hayward, Mr. and Mrs. W. Pitt, Messrs. W. Watt, S. Parkins, Mr. and Mrs. E. O'Sullivan, Mr. A. M. Marshall, and Miss Hennessey. From Singapore—Messrs. Willey and native servant, Collex, Gilly, M. Lyon, C. W. Edwards, and Mrs. Wear. From London for Manila—Mr. W. Scott. For Shanghai—Mr. and Mrs. A. M. Brand, Capt. and Mrs. L. E. Everett, Mrs. L. E. Smith and child, Rev. and Mrs. B. B. Banton, child and infant, Miss F. R. Simmonds, Rev. J. Alexander, Miss M. Cardwell, Mrs. Brenner, Mr. and Mrs. B. Anderson, Miss Stewart, Dr. E. Cundall, Mr. and C. Hesdon, Miss A. L. Anderson, Messrs. R. E. S. Gregson, A. L. Temlett, Mrs. Blouey, and Miss W. Cooper. For Yokohama—Capt. P. R. Simmonds, Mr. and Mrs. H. St. J. Corbet, Messrs. Murray and K. E. B. Widen. From Singapore for Shanghai—Mr. J. Ingram.

Shipping Reports.

Str. Jevang from Swatow—Moderate Nly winds and moderate sea.

Str. Sungking from Cebu, etc.—Moderate N.E. breeze and moderate sea.

Str. Hoptang from Sourabaya—Strong monsoon and heavy sea in China Sea.

Str. Nicomedia from Portland, Ore.—There to Yokohama very bad weather, from Mojil fine weather and moderate sea.

Str. Arapontia from Portland, Ore.—Very stormy weather from there to Yokohama, from Tokyo to port met the English steamer Hayashi her engine was damaged; we brought her in to Amoy.

Vessels in Port.

Algo, Br. s.s. 4,806, A. Lockett, 7th Dec.—San Francisco 30th Oct. and Mojil 3rd Dec. Gen.—P. M. S. S. Co.

Anghin, Ger. s.s. 1,218, Chr. Kumpel, 10th Dec.—Bangkok 29th Nov. and Hoihow 1st Dec. Rice.—B. & S.

Calro, Nor. s.s. 1,381, J. Larsen, 29th Nov.—Sourabaya 18th Nov. Gen. and Sugar.—Asgard, Thorsen & Co.

Canton Maru, Jap. s.s. 1,997, S. Hirai, 30th Nov.—Saigon 22nd Nov. Gen.—Shuntai S. N. Co.

Carri, Ital. s.s. 2,718, G. Balisto, 7th Dec.—Bombay 17th Nov. and Singapore 2nd Dec. Gen.—S. & S. Co.

Catharine Apar, Br. s.s. 1,730, W. D. A. Thomas, 4th Dec.—Calcutta via Penang and Singapore 27th Nov. Gen.—D. S. & Co. Ld.

Chow, Ger. s.s. 1,115, W. Willebrand, 7th Dec.—Bangkok and Swatow 28th Nov. Rice and Gen.—B. & S.

Dazud, Nor. s.s. 788, S. Steensen, 30th Nov.—Mojil 24th Nov. Coal.—Asgard, Thorsen & Co.

Derwent, Br. s.s. 1,165, J. Jenkins, 23rd Nov.—Saigon 17th Nov. Gen.—Man Fat & Co.

Empress of Japan, Br. s.s. 3,039, Henry Pybus, R.N.A., 18th Nov.—Vancouver 30th Oct. and Shanghai 16th Nov. Mails and Gen.—C. P. R. Co.

Falk, Nor. s.s. 1,350, G. M. Gundersen, 15th Nov.—Mojil 14th Nov. Coal.—M. B. K.

Fukura, Maru, Jap. s.s. 1,339, K. Mori, 6th Dec.—Mojil 1st Dec. Coal.—M. B. K.

Germania, Ger. s.s. 1,744, H. Lorenzen, 4th Dec.—Bangkok 29th Nov. Rice.—J. & Co.

Holhow, Br. s.s. 896, W. D. Brymer, 8th Dec.—Canton 7th Dec. Gen.—B. & S.

Hongkong Maru, Jap. s.s. 3,447, E. Bent, 6th Dec.—San Francisco 30th Oct. and Hoihow 16th Nov. Yokohama 27th, Kobe 2nd Dec. Nagasaki 3rd and Shanghai 5th, Mails and Gen.—T. K.

Hunan, Br. s.s. 1,421, Puckett, 6th Dec.—Tientsin 3rd Nov. Gen.—S. & S.

Jacob Diederichsen, Ger. s.s. 633, D. Hontz, 27th Nov.—Kwang-chow-wan 24th Nov. and Macao 27th, Gen.—J. & Co.

Kanji Maru, Jap. s.s. 1,041, K. Hashimoto, 4th Dec.—Anglo 26th Nov. Gen.—N. Y. K.

Kous Maru, Jap. s.s. 1,876, Y. Minamikawa, 4th Dec.—Mojil 1st Dec. Gen. and Coal.—Fukusa & Co.

Loyal, Ger. s.s. 1,237, F. Natzies, 21st Nov.—Bangkok 9th Nov. Rice and Gen.—S. W. & Co.

Mausang, Br. s.s. 1,644, R. Houghton, 3rd Dec.—Sandakan 27th Nov. Timber.—J. M. & Co.

Mercedes, Br. s.s. 2,000, J. S. McGregor, 1st Nov.—Weihaiwei 25th Oct. Govt. Stores.

Monteagle, Br. s.s. 3,053, S. Robinson, 14th Sept.—Vancouver 20th Aug. and Shanghai 11th Sept. Flour, Lead and Gen.—C. P. R. Co.

Nam Sang, Br. s.s. 2,591, P. H. Rolfe, 7th Dec.—Calcutta 22nd Nov. via Penang and Singapore 30th, Gen.—J. M. & Co.

Neil MacLeod, Am. s.s. 901, E. Corral, 19th June.—Manila 16th June, Ballast.—Barretto & Co.

Newby Hall, Br. s.s. 2,840, A. Buck, 3rd Dec.—New York 11th Oct. Case Oil.—Order.

Nissan Maru, Jap. s.s. 1,474, Iwata, 5th Dec.—Swatow 3rd Dec. Ballast.—M. B. K.

N. S. de Rosario, Am. s.s. 715, M. Lopez, Blanco, 12th June—Manila 9th June, Ballast.—Barretto & Co.

Paklat, Ger. s.s. 1,100, H. Demes, 18th Nov.—Swatow 17th Nov. Rice and Teakwood.—B. & S.

Phuyen, Fr. s.s. 1,299, Buisson, 5th Dec.—Saigon 30th Nov. Rice and Gen.—B. & S.

Prins Sigismund, Ger. s.s. 3,302, Leuz, 8th Dec.—Kobe 2nd Dec. Gen.—M. & Co.

Pronto, Nor. s.s. 838, Seeborg, 8th Dec.—Canton 7th Dec. Gen.—Asgard, Thorsen & Co.

Proteus, Nor. s.s. 1,024, N. C. Krabbe, 2nd Dec.—Bangkok 22nd Nov. and Hoihow 1st Dec. Rice and Gen.—N. Y. K.

Queen Alexandra, Br. s.s. 1,211, 3rd Dec.—Sydney 29th Nov. Gen.—S. & S. Co.

Rajah, Ger. s.s. 1,735, C. Wolff, 28th Nov.—Sandakan 20th Nov. Wood and Gen.—M. & Co.

Saint Patrick, Br. s.s. 1,700, J. A. Forbay, 8th Dec.—Shanghai 4th Dec. Gen.—D. S. & Co. Ld.

Satsogan, Am. s.s. 428, Vetteria, 7th Sept.—Manila 4th Sept. Ballast.—Order.

Shahjehan, Br. s.s. 1,095, J. H. Scott, 6th Dec.—Saigon 1st Dec. Rice, &c.—Wo Fat Shing.

Shimo Maru, Jap. s.s. 6,387, K. Kawara, 2nd Dec.—Seattle 30th Oct. Gen.—N. Y. K.

Taishan, Br. s.s. 1,121, J. T. Laing, 20th Nov.—Bangkok 17th Nov. Rice and Teak.—B. & S.

Teau, Br. s.s. 1,346, Sommerville, 7th Dec.—Manila 4th Dec. Hemp.—B. & S.

Tijpanas, Dut. s.s. 7,000, A. Pander, 6th Dec.—Macassar 28th Nov. Gen.—J. C. J.

Tonawanda, Br. s.s. 1,851, H. O. Clarke, 29th Nov.—San Francisco 20th Oct. Oil.—S. N. Co.

Ujina Maru, Jap. s.s. 1,131, Nuno, 7th Dec.—Mojil 1st Dec. Coal.—M. B. K.

Yuna, Am. s.s. 469, H. Nelson, 16th Oct.—Amoy 14th Oct. Ballast.—Yeng Chung.

SAILING VESSELS.

Eskaon, Br. ship, 1,670, Wm. McBurnie, 12th Oct.—Manila 13th Sept. Ballast.—Order.

I. F. Chapman, Am. ship, 7,013, R. Banfield, 25th Aug.—Manila 15th Aug. Ballast.—A. K. & Co.

Jvy, Am. ship, 1,181, F. O. Steison, 25th Nov.—Shanghai 28th Oct. Ballast.—Mr. Dunbar & Co.

Prince George, bk. 472, A. R. Anderson, 18th Oct.—Manila 26th Sept. Old Iron.—Order.

S. P. Hetchcock, Am. ship, 2,086, S. L. Zarts, 1st Sept.—Manila 21st Aug. Ballast.—A. K. & Co.

Steamers Expected.

Vessels From Agents Due

Simla Singapore P. & O. Co. Dec. 14

Emp. of China Japan M. B. K. Dec. 14

Sandakan Sydney M. & Co. Dec. 16

Tango Maru Mojil N. Y. K. Dec. 16

Seydlitz Singapore M. & Co. Dec. 19

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Messrs. A. S. Watson & Co., Ltd. write as

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CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 2nd March, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALU.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	AT PRESENT PROFITABLE, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	100,000	£125	£125	{ £1,000,000 \$10,350,000 \$210,000 \$147,335 \$150,000 }	\$1,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906 \$2 (London 3/6) for 1903	51 %	{ \$805 sales London 293.10 }
National Bank of China, Limited	10,025	£7	£6	{ £1,700,000 \$20,000 }	\$74,099	\$2 (London 3/6) for 1903	...	\$47
MARINE INSURANCE.								
Canton Insurance Office, Limited	10,000	£250	£50	{ £1,700,000 \$20,000 }	\$233,638	\$20 for 1905	61 %	\$300
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 \$1,100,000 \$10,000 \$10,000 }	Tls. 185,529	{ Final of 7/6 making 15% for year ended 30.6.1906	6 %	Tls. 81 sellers
Union Insurance Corporation of Canton, Limited	10,000	£250	£100	{ £2,000,000 \$20,000 \$40,000 \$1,153,844 \$69,279 \$800,000 \$15,527 \$1,000,000 \$220,488 \$2,600 }	\$2,792,271	Interim div. of 1/30 for 1905	41 %	\$762½ buyers
Yangtze Insurance Association, Limited	8,000	£100	£60	{ £100,000 \$1,000,000 \$10,000 \$10,000 }	\$508,334	\$12 and \$3 special dividend for 1904	84 %	\$160
FIRE INSURANCE.								
China Fire Insurance Company, Limited	20,000	£100	£20	{ £100,000 \$1,000,000 \$10,000 \$10,000 }	\$344,098	\$6 for 1904	61 %	\$94 sales
Hongkong Fire Insurance Company, Limited	8,000	£250	£50	{ £1,200,000 \$12,000,000 \$120,000 \$120,000 }	\$422,018	\$25 for 1904	71 %	\$335
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	£25	£25	{ £50,000 \$500,000 \$5,000 \$5,000 }	\$6,563	\$14 for 1905	61 %	\$23
Douglas Steamship Company, Limited	10,000	£50	£50	{ £250,000 \$2,500,000 \$25,000 \$25,000 }	Nil.	\$24 for year ended 30.6.1906	61 %	\$39
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	£15	£15	{ £100,000 \$1,000,000 \$10,000 \$10,000 }	\$5,464	\$1 for 1st half-year 1906	71 %	\$27
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ £100,000 \$1,000,000 \$10,000 \$10,000 }	£2,452	10/- @ ex. 2/11 9/16 = \$16.9	6 %	\$80
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 400,000 \$4,000,000 \$40,000 \$40,000 }	Tls. 23,156	{ Interim div. of Tls. 2 1/2 Interim div. of Tls. 1 1/2 1/- (Coupon No. 6) for 1905	61 %	{ Tls. 54 sales Tls. 50 sellers 30% buyers }
Do. (Preference)	100,000	£1	£1	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	\$207,815	...	4 %	...
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	\$218	{ \$1.50 for year ending 30.6.1906 \$0.75 }	51 %	\$16 buyers
"Star" Ferry Company, Limited	10,000	£10	£5	{ £50,000 \$500,000 \$5,000 \$5,000 }	Tls. 96,000	Interim div. of Tls. 2 account 1906	81 %	T. Tls. 47½
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 400,000 \$4,000,000 \$40,000 \$40,000 }	Tls. 13,913	...	...	...
REFINERIES.								
China Sugar Refining Company, Limited	20,000	£100	£100	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	\$40,914	Final of \$15 making \$25 for 1905	171 %	\$140
Luzon Sugar Refining Company, Limited	7,000	£100	£100	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	Tls. 132,588	\$1 for 1897	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$1,000,000 \$10,000 \$10,000 }	Tls. 3,723	Tls. 24 for year ending 30.9.04	...	Tls. 90
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £100,000 \$1,000,000 \$10,000 \$10,000 }	£12,546	{ Final of 1/- (No. 7) making 2 1/2 for year ended 28.2.06	7 %	Tls. 10½ buyers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ G. \$100,000 \$1,000,000 \$10,000 \$10,000 }	G. \$909,050	Final of 50 cents making G \$1 for 1905	81 %	G. \$9
Sub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £100,000 \$1,000,000 \$10,000 \$10,000 }	Dr. £8,745	No. 12 of 1/- = 48 cents	...	18½
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	\$8,915	\$2 for 1905	51 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£50	£50	{ £2,000,000 \$20,000,000 \$200,000 \$200,000 }	\$20,040	\$24 for a/c 1906	61 %	\$93 sales
Hongkong and Whampoa Dock Company, Ltd.	10,000	£50	£50	{ £500,000 \$5,000,000 \$50,000 \$50,000 }	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$150
New Amoy Dock Company, Limited	10,000	£50	£50	{ £500,000 \$5,000,000 \$50,000 \$50,000 }	\$2,221	\$1 for 1905	61 %	\$101
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$10,000,000 \$100,000 \$100,000 }	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	71 %	Tls. 107 sales
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 \$4,872,100 \$48,721 \$48,721 }	Tls. 57,065	Interim div. of Tls. 8 account 1906	61 %	Tls. 227½ sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 250,000 \$2,500,000 \$25,000 \$25,000 }	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 2,500,000 \$25,000,000 \$250,000 \$250,000 }	none	First year	101 %	Tls. 102
Astor House Hotel Company, Limited (Shanghai)	10,000	£25	£25	{ £250,000 \$2,500,000 \$25,000 \$25,000 }	\$8,418	\$3 for year ended 30.6.1906	131 %	\$20 sales
Central Stores, Limited	24,000	£15	£15	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	\$4,719	\$2.40 on \$12 for 1905	...	\$164
Do. (new issue)	24,000	£15	£15	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	none	7 % on \$74 for 1905	...	\$300 buyers
Do. (Founders)	123	£15	£15	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	\$648,975	None	...	\$121½
Hongkong Hotel Company, Limited	12,000	£50	£50	{ £600,000 \$6,000,000 \$60,000 \$60,000 }	\$10,057	\$5 for first half-year for 1906	9 %	\$121½
Hongkong Land Investment and Agency Co., Ltd.	100,000	£100	£100	{ £10,000,000 \$100,000,000 \$1,000,000 \$1,000,000 }	\$67,839	Interim div. of \$31 account 1906	61 %	\$105
Hotel des Colonies Company, Limited	2,000	Tls. 25	Tls. 25	{ Tls. 1,000,000 \$10,000,000 \$100,000 \$100,000 }	Tls. 1,935	Final of 6 % = 10 % for 1905	161 %	Tls. 75 sales
Hotel Metropole Company, Limited	2,000	£100	£100	{ £2,000,000 \$20,000,000 \$200,000 \$200,000 }	\$4,699	Final of \$6 making \$10	121 %	\$80 sellers
Humphreys Estate & Finance Company, Limited	100,000	£10	£10	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	\$208,387	80 cents for 1905	7 %	\$121½
Kowloon Land and Building Company, Limited	10,000	£50	£50	{ £500,000 \$5,000,000 \$50,000 \$50,000 }	none	\$24 for 1905	61 %	\$98 sellers
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 500,000 \$5,000,000 \$50,000 \$50,000 }	Tls. 53,194	Tls. 3 for half-year 1906	51 %	Tls. 96 sellers
Do. (new issue)	10,000	Tls. 50	Tls. 50	{ Tls. 500,000 \$5,000,000 \$50,000 \$50,000 }	none	Interim div. of \$2 account 1906	8 %	Tls. 56
West Point Building Company, Limited	17,500	£10	£10	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	\$772	...	...	\$10
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 459,939 \$4,599,390 \$45,993 \$45,993 }	Tls. 100,000	Tls. 8 for year ended 31. 0.1905	101 %	Tls. 75 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	115,000	£10	£10	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	\$21,600	\$14 for the year ending 31.7.06	91 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 1,500,000 \$15,000,000 \$150,000 \$150,000 }	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	91 %	Tls. 65
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 \$8,000,000 \$80,000 \$80,000 }	Tls. 30,760	Tls. 8 for 1905	81 %	Tls. 95
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 18,416 \$184,160 \$1,841 \$1,841 }	Tls. 35,986	Tls. 25 for 1905	71 %	Tls. 135 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	£100	£100	{ £400,000 \$4,000,000 \$40,000 \$40,000 }	\$1,066	\$7 for 1905	7 %	\$100
Bell's Asbestos & Glass Agency, Limited	18,604	£12/6	£12/6	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	\$856	1/3 per share for 1905	81 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	£10	£10	{ £100,000 \$1,000,000 \$10,000 \$10,000 }	\$1,097	\$3 for 1905	91 %	\$32
China-Borneo Company, Limited	10,000	£12	£12	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	Nil.	\$1 for 1904	...	\$10
China Flour Mill Co., Limited	40,000	Tls. 50	Tls. 50	{ Tls. 500,000 \$5,000,000 \$50,000 \$50,000 }	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	161 %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	£10	£10	{ £500,000 \$5,000,000 \$50,000 \$50,000 }	\$1,219	60 cents for year ended 28.2.06	61 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	£10	£10	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	\$1,581	80 cents for 1905	81 %	\$91
Dairy Farm Company, Limited	25,000	£7 1/2	£7 1/2	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	\$2,555	\$1.30 for year ending 31.7.1906	7 %	\$17 sellers
Green Island Cement Company, Limited	200,000	£10	£10	{ £2,000,000 \$20,000,000 \$200,000 \$200,000 }	\$52,291	Int. div. of 75 cents for year ended 30.6.06	161 %	\$20 sellers
Hall & Holtz, Limited	21,000	£20	£20	{ £200,000 \$2,000,000 \$20,000 \$20,000 }	\$20,893	\$24 for year ending 28.2.06	101 %	\$23½ sellers
Hongkong Electric Company, Limited	60,000	£10	£10	{ £600,000 \$6,000,000 \$60,000 \$60,000 }	\$2,568	{ \$1.00 for 10 months ending 28.2.06 60 cents }	8 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	£100	£100	{ £100,000 \$1,000,000 \$10,000 \$10,000 }	\$2,760	Int. div. of \$20 for 10 months ending 18.10.05	101 %	\$21½
Hongkong Ice Company, Limited	5,000	£25	£25	{ £50,000 \$500,000 \$5,000 \$5,000 }	\$3,776	Int. div. of \$4 for year ended 30.6.06	8 %	\$230
Hongkong Rope Manufacturing Company, Ltd.	50,000	£10	£10	{ £500,000 \$5,000,000 \$50,000 \$50,000 }	\$5,213	\$5 for 1905 on 5 shares	71 %	\$22 buyers
Hongkong Steam Waterboat Company, Limited	15,000	£10	£10	{ £150,000 \$1,500,000 \$15,000 \$15,000 }	\$88	Final of 50 cents making \$1 for the year	131 %	\$74
Maatschappij tot Mijn. Bosch en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,600 \$5,476,000 \$54,760 \$54,760 }	Tls. 19,374	{ Third interim div. of Tls. 71 making Tls. 22½ so far a/c yr. ended 31.10.06 }	51 %	Tls. 237½ sales
Philippine Company, Limited	67,500	£10	£10	{ £675,000 \$6,750,000 \$67,500 \$67,500 }	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 \$1,650,000 \$16,500 \$16,500 }	Tls. 11,017	{ Interim dividend of Tls. 31 account 1906	61 %	{ Tls. 100 sellers Tls. 47 sellers }
Do. (new)	8,000	Tls. 50	Tls. 50	{ Tls. 40,000 \$400,000 \$4,000 \$4,000 }	Tls. 9,751	Tls. 6 for 1904	13 %	Tls. 95
Shanghai Gas Bazaar Co., Ltd.	5,400	Tls. 100	Tls. 100	{ Tls. 37,000 \$370,000 \$3,700 \$3,700 }	Tls. 2,753	Interim div. of Tls. 5 account 1906	11 %	Tls. 125 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 24,820 \$248,200 \$2,482 \$2,482 }	Tls. 1,452	Interim div. of Tls. 4 on account 1906	51 %	Tls. 90 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 35,000 \$350,000 \$3,500 \$3,500 }	Tls. 85,592	{ Interim div. of 15/- for 1 year 1906 Interim div. of 5/- for 1 year 1906	...	{ Tls. 350 sellers Tls. 250 sellers }
Shanghai Waterworks Company, Limited	{ 8,175 7,200 16,000 }	{ £20 £20 £25 }	{ £20 £20 £25 }	{ none none none }	Dr. \$4,034 \$4,134	None	10 %	{ \$32 buyers \$54 sales }
South China Morning Post, Limited	6,000	£25	£25	{ £150,000 \$1,500,000 \$15,000 \$15,000 }	Tls. 15,295	Interim of Tls. 4 for year 1905/6	71 %	Tls. 103 sellers
Steam Laundry Company, Limited	20,000	£5	£5	{ £50,000 \$500,000 \$5,000 \$5,000 }	Tls. 4,000	{ 70 cents for year ended 31.5.1906 \$0.90 }	81 %	\$9
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 \$152,950 \$1,529 \$1,529 }	Tls. 7,012	...	61 %	\$150
United Asbestos Oriental Agency, Limited	9,000	£10	£10	{ £90,000 \$900,000 \$9,000 \$9,000 }	\$752	Interim of 40 cents for account 1906	81 %	\$11.75 buyers
Do. (Founders)	100	£10	£10	{ £1,000 \$10,000 \$100 \$100 }	\$734	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8
Watson, (A. S.) & Co., Limited	100,000	£10	£10	{ £1,000,000 \$10,000,000 \$100,000 \$100,000 }	\$182	...	...	...
William Powell, Limited	15,000	£10	£10	{ £150,000 \$1,500,000 \$15,000 \$15,000 }	...	...	...	...
DIVIDENDS PAYABLE:—								
Langkate (4th interim)							Tls. 71	December 15th
Ewo Cotton Spinning & W. Co.							Tls. 50	...